

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES NO. 4395.

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WEDNESDAY, SEPTEMBER 2, 1903.

三拜禮

號二月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000

Head Office: -YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michelau, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Whalley, Esq.
E. Shellim, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

London Bankers—London and County
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 1/2 per cent. per Annum.
For 6 months, 5 per cent. per Annum.
For 12 months, 5 1/2 per cent. per Annum.

J. R. M. SMITH, —
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin
Tientsin
Branches: Calcutta, Hankow, Tsin-tan (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 1st September, 1903. [16]

Hongkong, 18th May, 1903. [17]

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent.
per Annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

6 " 5 " 3 "

3 " 2 " 2 "

T. P. COCHRANE,

Manager.

Hongkong, 18th May, 1903. [18]

Hongkong, 12th August, 1903. [19]

Hongkong, 1st September, 1903. [20]

Hongkong, 12th August, 1903. [21]

Hongkong, 1st September, 1903. [22]

Hongkong, 12th August, 1903. [23]

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Hongkong, 1st September, 1903. [78]

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Hongkong, 1st September, 1903. [80]

Hongkong, 12th August, 1903. [81]

Hongkong, 1st September, 1903. [82]

Hongkong, 12th August, 1903. [83]

Hongkong, 1st September, 1903. [84]

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Hongkong, 1st September, 1903. [86]

Hongkong, 12th August, 1903. [87]

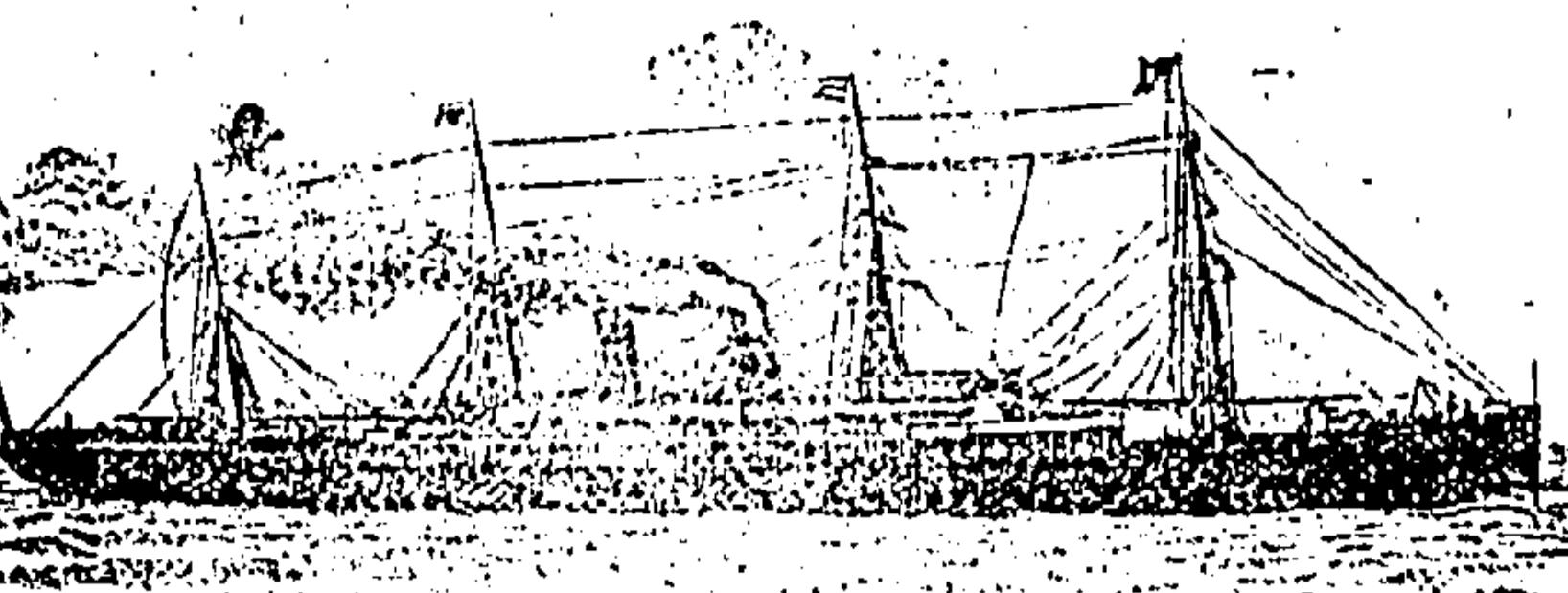
Hongkong, 1st September, 1903. [88]

Hongkong, 12th August, 1903. [89]

Hongkong, 1st September, 1903. [90]

Details.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;PROPOSED SAILINGS FROM HONGKONG.
"NIPPON MARU" TUESDAY, 8th September, at Noon.
"SIBERIA" WEDNESDAY, 16th September, at Noon.
"CORTICO" SATURDAY, 26th September, at Noon.
"AMERICA MARU" SATURDAY, 3rd October, at Noon.
"KOREA" TUESDAY, 13th October, at Noon.
"GAELIC" TUESDAY, 20th October, at Noon.
"HONGKONG MARU" WEDNESDAY, 28th October, at Noon.
"CHINA" FRIDAY, 6th November, at Noon.
"DORIC" SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return-Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1903.

ATLANTIC RAILWAY COY'S

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
ADDRESS: Twin Screw Steamships, 6,000 tons, 10,000 Horse Power—Speed 19 Knots
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)R.M.S. "EMPEROR OF JAPAN" ... 9,000 Tons. WEDNESDAY, 23rd September.
"TARTAR" ... 4,425 WEDNESDAY, 7th October.
"EMPEROR OF CHINA" ... 6,000 WEDNESDAY, 21st October.
"ATHENIAN" ... 3,882 WEDNESDAY, 4th November.
"EMPEROR OF INDIA" ... 6,000 WEDNESDAY, 18th November.
"EMPEROR OF JAPAN" ... 6,000 WEDNESDAY, 16th December.
"EMPEROR OF CHINA" ... 6,000 WEDNESDAY, 13th January, 1904.
"ATHENIAN" ... 3,882 WEDNESDAY, 27th January.
"EMPEROR OF INDIA" ... 6,000 WEDNESDAY, 10th February.
"TARTAR" ... 4,425 WEDNESDAY, 24th February.
"EMPEROR OF JAPAN" ... 6,000 WEDNESDAY, 9th March.
"EMPEROR OF CHINA" ... 6,000 WEDNESDAY, 30th March.
"EMPEROR OF INDIA" ... 6,000 WEDNESDAY, 20th April.
"ATHENIAN" ... 3,882 WEDNESDAY, 27th April.
"EMPEROR OF JAPAN" ... 6,000 WEDNESDAY, 11th May.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers return tickets to various points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL RAINS (the Company having received the highest award for same at Chicago World's exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

aving Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS DESTINATIONS. SAILING DATES.
Duisburg Havre, Bremen and Hamburg. 13th Sept. Freight and
Mayer Havre, Bremen and Hamburg. 13th Sept. Passengers.
Duisburg Havre and Hamburg. 23rd Sept. Freight.
on Döhren Havre and Colombo. 6th October. Freight.
ESSINIA Havre and Hamburg. 6th October. Freight.
Fitter Havre and Penang. 20th October. Freight.
ISGAVIA Havre and Hamburg. 20th October. Freight.
Schulke Havre and Hamburg. 20th October. Freight.
XONIA Havre and Hamburg. 20th October. Freight.
Bremmer Havre and Penang. 3rd Nov. Freight.
For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

[2]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,563 tons. Captain H. D. Jones.
"POWAN" ... 2,538 " G. F. Morrison, R.N.R.
"FATSHAN" ... 2,260 " A. W. Dixon.
"HANKOW" ... 3,973 " C. V. Lloyd.
"KINSHAN" ... 2,860 " J. J. Lessius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.S.S. "HEUNG-HAN" ... 1,998 tons. Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,19 tons. Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" ... 56 tons. Captain R. D. Thomas.
"SAINAM" ... 388 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903. [1357e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.C. W. CLARK,
No. 4, ICE HOUSE STREET,
EUROPEAN PHOTOGRAPHER,
Between Queen's Road and Des Vieux Road,
ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.WORK GUARANTEED TO BE
THE BEST IN THE COLONY.LADIES' SPECIAL TOILET DOSES
964] PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

 of good things
HEINZ
Varieties for
the table.

Do you know?

That HEINZ SWEET PICKLES are entirely different from other Pickles.

That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.

That HEINZ SWEET PICKLES are the ideal pickles for the tropics.

That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903. [553e]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1903. [171]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofti Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER von WELSBACK CO., VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO., CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

GO TO THE

KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL, Manager.

J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

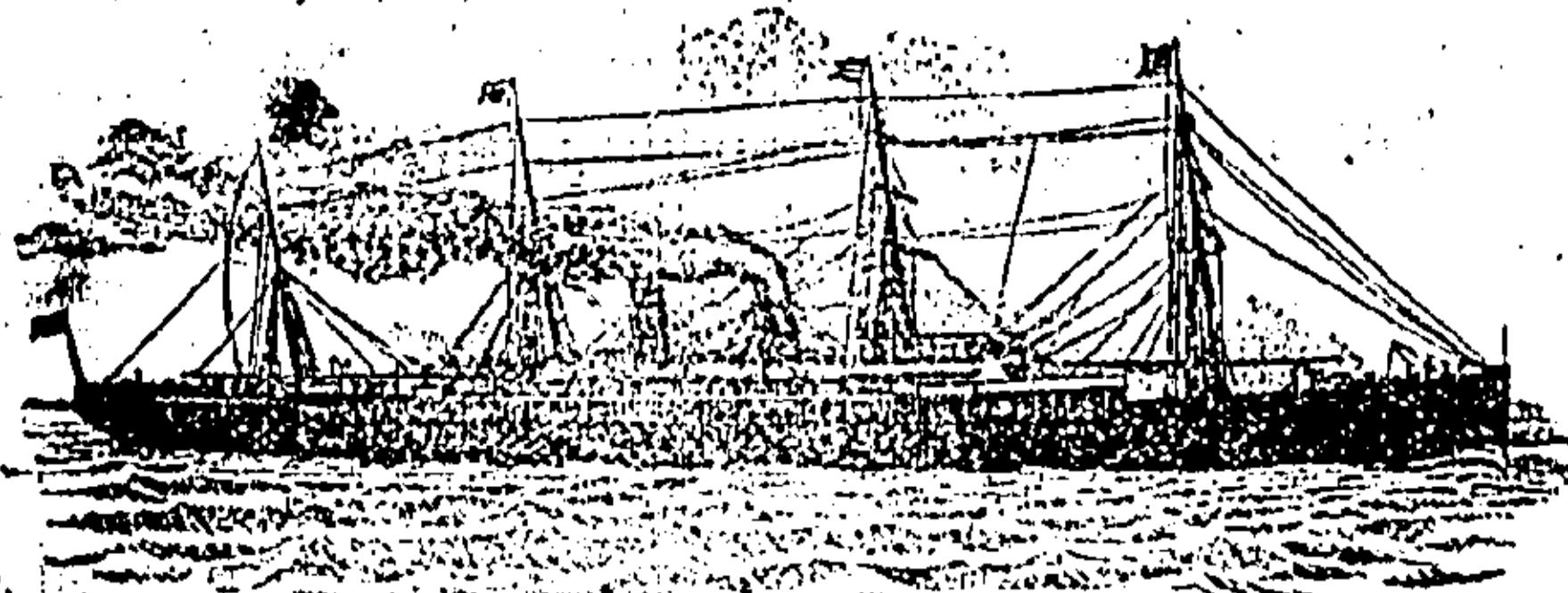
By Order of the Board,

C. MOONEY, Secretary.

Hongkong, 27th August, 1903. [1044c]

Status.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....TUESDAY, 8th September, at Noon.

"SIBERIA".....WEDNESDAY, 16th September, at Noon.

"OPTIC".....SATURDAY, 26th September, at Noon.

"AMERICA MARU".....SATURDAY, 3rd October, at Noon.

"KOREA".....TUESDAY, 13th October, at Noon.

"GAELIC".....TUESDAY, 20th October, at Noon.

"HONGKONG MARU".....WEDNESDAY, 28th October, at Noon.

"CHINA".....FRIDAY, 6th November, at Noon.

"DORIO".....SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1903.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.,

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons.....WEDNESDAY, 23rd September.

"TARTAR" ... 4,415 ".....WEDNESDAY, 7th October.

"ATHENIAN" ... 6,000 ".....WEDNESDAY, 21st October.

"EMPEROR OF INDIA" ... 6,000 ".....WEDNESDAY, 4th November.

"EMPEROR OF JAPAN" ... 6,000 ".....WEDNESDAY, 18th November.

"EMPEROR OF CHINA" ... 6,000 ".....WEDNESDAY, 16th December.

"ATHENIAN" ... 3,882 ".....WEDNESDAY, 13th January, 1904.

"EMPEROR OF INDIA" ... 6,000 ".....WEDNESDAY, 27th January.

"TARTAR" ... 4,415 ".....WEDNESDAY, 10th February.

"EMPEROR OF JAPAN" ... 6,000 ".....WEDNESDAY, 24th February.

"EMPEROR OF CHINA" ... 6,000 ".....WEDNESDAY, 9th March.

"EMPEROR OF INDIA" ... 6,000 ".....WEDNESDAY, 30th March.

"ATHENIAN" ... 3,882 ".....WEDNESDAY, 20th April.

"EMPEROR OF JAPAN" ... 6,000 ".....WEDNESDAY, 27th April.

THE magnificient "EMPEROR" Twin-screw Steamships of this Line pass through the

VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN," 14 DAYS,) saving

THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World; the LUXURANCE OF ITS TRANS-CONTINENTAL RAINS (the Company having received the highest award for same at Chicago World's exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUDTAMPER DIENST.

Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANTINE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS. SAILING DATES.

DONGSBURG, HAIRE, BREMEN and HAMBURG. 13th Sept. Freight and

MAYENCE, (Calling at SINGAPORE and PENANG). 23rd Sept. Passengers.

DALASIA, HAIRE and HAMBURG. 23rd Sept. Freight.

on Dordren, (Calling at SINGAPORE and COLOMBO). 6th October. Freight.

ESSINIA, HAIRE and HAMBURG. 20th October. Freight.

FILIA, HAIRE and HAMBURG. 20th October. Freight.

ISGAVIA, HAIRE and HAMBURG. 20th October. Freight.

XONIA, HAIRE and HAMBURG. 23rd Nov. Freight.

Bremen, (Calling at SINGAPORE and PENANG). For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons,.....Captain H. D. Jones.
"POWAN" ... 2,338 ".....G. F. Morrison, R.N.R.
"FATSHAN" ... 2,500 ".....A. W. Dixon.
"HANKOW" ... 3,073 ".....C. V. Lloyd.
"KINSHAN" ... 2,600 ".....J. J. Lissius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.S.S. "HEUNGSHAN" ... 1,998 tons,.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 219 tons,.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" ... 563 tons,.....Captain R. D. Thomas.
"SAINAM" ... 588 ".....B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903. [1537e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL COSTUMES AND

FANCY DRAPERY FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.LADIES' SPECIAL TOILET DOSES
PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED



Do you know that HEINZ SWEET PICKLES are entirely different from other Pickles.

That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but

they assist digestion and stimulate the appetite.

That HEINZ SWEET PICKLES are the ideal pickles for the tropics.

That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903. [1555e]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Loftly Rooms. Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902. [1539e]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACK Co.,
VIENNA.THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF IMPERFECT IMITATIONS!

KRUSE & CO.,
CONNAUGHT HOUSE.

954e

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out,

THE SIKH RELIGION.

By means of his two lectures on the religion and history of the Sikhs Mr. Macauliffe has performed a signal service both to the Government of India and the private student. In the first lecture, upon which we have already commented, he showed how by precept and practice the Sikh Gurus built up a noble system of ethical montheism; in the second, he described the manner in which the heroic ethics of the Gurus became embodied in one of the most remarkable fighting nations of which history has any record. The first lecture was, perhaps, the more in keeping for the reason that by liberal quotation from the Sikh Scriptures, it gave the clue to the genesis of that martial temper which played so remarkable a part in the historical development of Northern India and furnished so striking an example of the unity of idea and aim by which all the vital religious systems of humanity have been inspired. Mr. Macauliffe entered a protest against the tendency to which most Europeans are subject of considering the Sikh religion a merely heretical superstition, and deeming the spiritual happiness and loyalty of its professors a negligible matter. The protest is well founded, and we do not think that any one who has heard or read Mr. Macauliffe's exposition is likely to stand in this direction again. To find a parallel to the stirring history of the Sikhs we must go back to the beginning of European history, to the epics of Greece and Scandinavia with their constant glorification of the heroic virtues; while it might be suggested, with more than a superficial show of justification, that nowhere outside the sacred literature of the Hebrews shall we find anything to stand beside the mingled fervour and steadfastness which is the enduring characteristic of the teaching of the Gurus. Perhaps it would not be wide of the mark to suggest that the fervid monotheistic faith which was the inspiration of Hebrews and Sikhs alike in the greater ages of their national history accounts in a measure for the continual resemblances between their utterances, their general conception of duty as warfare, and the magnificent confidence in which they went forth to battle. Mr. Macauliffe quoted the description, by the Persian writer Khaf Kilan, of the death of Gobind Singh, the last and greatest Guru, the manner of farewell to the world is irresistably reminiscent of the death of Socrates. Gobind Singh's legacy to his people was the memory of a superb constancy and heroism, coupled with the final injunction to follow the teachings of the Gurus and to obey the "Sahib Granth" as the visible embodiment of their departed leaders, and with that call to the Everlasting which was never omitted by the Sikhs, as far as we find, "those who remember the True Name render their lives profitable, and, when they depart, enter the mansions of bliss" — *Fr. of India.*

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF the letting by Public Auction Sale, to be held on MONDAY, the 7th day of September, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Sale No.	Registry No.	Locality.	Boundary Measurements.			Contents in Squares feet.	Annual Rent.	Up-keep.
			N.	S.	E.			
Shaukiwan No. 35		Shaukiwan.	60	50	50	3000	20	900

Hongkong, 31st August, 1903. [163c]

Intimations.

THE ROBINSON PIANO CO., LTD.

NOTE

ENTIRELY - NEW STOCK

to arrive this month. Specially and most carefully chosen, direct from the FACTORIES

BY OUR
MR. ROBINSON
NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO PIANO PLAYER

RECITALS DAILY

Price from \$450 up.

PATTI ENDORSES THE APOLLO.

Doo's open at 8 P.M. Commence at 9 P.M. punctually.

Tickets: \$1. \$3. \$2, and \$1 to be obtained at all leading Hotels and the Comptore, City Hall.

JAS. CHRISTIE,
Promoter.

Hongkong, 31st August, 1903. [164c]

NOTICES OF FIRMS.

NOTICE.

M. R. HERBERT WILLIAM BIRD, A.R.I.B.A., has this Day been admitted a Partner in our Firm.

Dated Hongkong, the First day of September, 1903. [165c]

PALMER & TURNER.

PACIFIC MAIL STEAMSHIP COMPANY, OCCIDENTAL & ORIENTAL S.S. CO. AND

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

NOTICE.

DURING my ABSENCE from the Colony, and until further Notice, Mr. J. STUART THOMSON will ASSUME CHARGE of the Agency of the above Companies as ACTING "DORIC," September 1st, 1903. E. W. TILDEN, Agent.

Hongkong, 31st August, 1903. [165c]

NAVAL YARD EXTENSION WORKS.

O N and after this Date, Mr. A. J. WILLIAMS, C.E., will act as my fully authorised CHIEF AGENT in connection with these Works.

PUNCHARD, LOWTHER & CO.

Hongkong, 28th Au.ust, 1903. [164c]

INSURANCE.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. McCURDY, President.

ORGANISED IN 1843.

M R. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been Opened in the Hongkong Club Annex, Ground Floor, Chater Road.

By Order,

BASIL H. BETTS,

Special Representative for

Hongkong, China and Japan.

Hongkong, 17th August, 1903. [165c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

T HE Underwriting AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [165c]

Siemssen & Co.

Hongkong, 1st May, 1903. [165c]

Intimations.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents: SIEMSSEN & CO.

Hongkong, 10th January, 1903. [165d]

165d

<p

Intimations.



A. S. WATSON & CO.,
LIMITED.

FLOWER AND VEGETABLE
SEEDS

FOR THE SEASQN 1903-1904.

ORDERS are now being executed from
New Stocks only.

PRICED CATALOGUES, with Hints on
Gardening, can be obtained free on Application.

These SEEDS are supplied to us by
the BEST GROWERS IN THE WORLD.
It is essential to use particular care when
sowing and to exercise supervision over the
Chinese Gardeners, whose "olo custom"
methods of dealing with the Seeds may
sometimes lead to disappointing results.

CLAY'S FERTILISER,
For use in the garden generally.

RANSOME'S LAWN-MOWERS.
The Best and Cheapest Machines in the
Market.

A. S. WATSON & CO.,
LIMITED,
SEEDSMEN.

ESTABLISHED 1841.

TELEPHONE NO. 55.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

FURNITURE
DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS,
GOOD WORK.
PROMPT RETURN.
Hongkong, 29th August, 1903. [728]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Lieutenant's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Des Voeux Road, and
should be accompanied by the Writer's Name and
Address.
Official business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rate per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On payment by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, SEPT. 2, 1903.

PAKHOU: A DECAYING TREATY
PORT.

The treaty port of Pakhoo, opened to
foreign trade by the Chefoo Convention
twenty-seven years ago, is on the down grade,
and, according to Mr. Consul Little, there is
no prospect of recovery. In his report from
that port for 1902, he says the trade of
Pakhoo presents but few features of practical
interest to the British merchant. As a
place of foreign commerce it has been declin-
ing in importance for some years and there
appears little or no prospect of a
recovery in the future. The occupation by the
French of Kwanchow and its establish-
ment as a free port indicates the probability
that Pakhoo will be deprived of its trade in a large portion of the hinterland
which has hitherto been considered as
naturally forming its trade district. Pakhoo,
indeed, is not very well situated for a treaty
port, and never had any prospect of becoming
of much importance except through an
artificial obstruction of the natural channels
of trade which lie to the north and
west of it. Its decline, therefore, does
not seem to be a matter for much regret.
Some twelve years ago it reached the height
of its prosperity when the value of the im-
ports and exports rose to over £1,000,000,
but when Mengtu, the West River and
Kwangchow were opened up and began
to be developed the trade of the port com-
menced falling below its average level and
now signs are not wanting that it will drop
considerably lower before it touches bottom.
The imports during 1902 were valued at
£245,300, a decline of £67,700, which
would have been much greater but for the
large quantity of rice imported to meet the
deficiency in the local supply resulting from
a bad harvest. All the chief items declined,
especially cottons, which dropped from
£134,900 to £72,900. Exports were valued at
£183,500, a decrease of some 40 per
cent. compared with 1901, which, however,
was a record year, with a value much higher
than on any previous occasion. This
decline is mainly accounted for by the diver-
sion of sugar, the failure of the indigo crop,
and a great reduction in aniseed oil, prob-
ably due in part to the disturbed state of
the chief producing district in Kwangsi either
stopping production or preventing transport,
and in part to a diversion to the route
through Tonkin. It is consoling to reflect
that, while the trade of the port as a whole
has been falling off for a number of years,
the exports have not only held their ground
but, in 1900 and 1901, showed signs of a
healthy expansion, and that in spite of the
successive diversion to other routes of several
articles which formerly made up the bulk of
the trade and the gradual disappearance of
one of the chief products of the district,
groundnuts, which, with its product oil,
figured in the list a few years ago, for be-
tween £20,000 and £30,000. It seems that,
although the plant grows well enough, there
is no yield of nuts, a phenomenon which the
farmers can only explain by alleging the
malign influence of the telegraph wires.
There being no good substitute for this product
in the sandy soil which is common
there, the loss is rather a serious one.
Referring to shipping, Mr. Little says that
practically the whole of the carrying trade
was divided between the French and
German flags, the former securing about
two-thirds of it and in view of the fact
that nearly all the trade of Pakhoo and Hoi-
how, and a great deal of that of Haiphong,
amounting in the aggregate to several millions
of sterling, is carried on with Hongkong,
it is to be regretted that British companies
do not think it worth competing for.

GOVERNMENT SERVANTS AND
THE ACCEPTANCE OF
PRESENTS.

We understand that a departmental circular
has been issued from the Colonial
Secretary's office directing the attention of
Government servants to the rules and regulations
in force regarding the receiving of
presents by officers and members of their
families during the continuance of their
service in the Colony. The subject has been
prominently before the public during the

past few weeks by reason of the allegations
made against public servants charged with
receiving bribes, and the circular, which has
just been issued, is evidently an outcome of
those investigations. Chapter XVII of the
Rules and Regulations for His Majesty's
Colonial Service, which deals with the
question of presents, is as follows:

421. Governors, Lieutenant-Governors, and
all other servants of the Crown in a Colony,
are prohibited during the continuance of their
service in the Colony, from receiving presents,
pecuniary or valuable (other than the ordinary
gifts of personal friends), which may be offered
for their acceptance by the inhabitants of
the Colony or any class of them, or by Kings,
Chiefs, or other members of the native popula-
tion in or neighbouring to the Colony, and
from giving such presents.

This rule applies not only to the officers
themselves, but also to their families, and
officers are responsible for its observance by
their families. It is not intended to apply to
cases of remuneration for special service ren-
dered, and paid for with the consent of the Gov-
ernment. The rule may be relaxed, with the
special permission of the Secretary of State,
upon an Officer's final departure from the ser-
vice of the Colony.

Money which has been subscribed with a
view of marking public approbation of an
Officer's conduct, may be dedicated to objects
of general utility and connected with the name
of the person who has met with such a proof of
the general esteem.

422. When presents from Kings, Chiefs, or
other members of the native population in or
neighbouring to the Colony, cannot be accept-
ed without giving offence, they are to be
delivered up to the Government. To
this rule there can be no exception, unless with
the express sanction of the Secretary of State,
which will be granted only on public and not
on personal grounds.

When presents are exchanged between Gov-
ernors or other officers acting on behalf of the
Colonial Government in ceremonial inter-
courses with native Kings, Chiefs, or others,
the presents received must be credited to the
Government, and such return presents as may
be sanctioned by the Secretary of State will be
given to the Government expense.

423. Governors are not, without special per-
mission, to forward any articles for presenta-
tion to His Majesty.

LOCAL AND GENERAL

THE World's Fair buildings at St. Louis have
been completed.

It is reported that Japan will compete in the
international yacht races next year.

There were no cases of plague recorded during
the twenty-four hours ended noon to-day.

THE auction sale of Naval obsolete and con-
demned stores has been postponed till to-morrow
(Thursday) at 10 a.m.

One more chance to buy a Kodak for \$5; a
good Kodak. LeMunyon, 31, Des Voeux Road.—Advt.

FOR neglecting to erect a fence, or to place
light around an excavation at Quarry Bay during
four days of last month, a Mr. Heckwood was
this morning fined \$80, \$20 for each of the
four days.

THE Chinese are dying like flies of cholera
and are being picked up dead in the streets all
over the settlements at Shanghai. The China
Gazette says the sale of flour ought to be
stopped for a week in the settlement.

Six months' hard labour, the first and last
weeks to be spent in solitary confinement was
the sentence passed by Mr. Sercombe Smith, at
the Magistracy this morning upon a celestial
stealing two enamel basins from a furniture
shop in Wellington Street yesterday afternoon.

At the instance of Inspector Langley, the
master of the steam launch Cheong Yuen, was
charged with neglecting to exhibit a red light
while, under way in the harbour. At the
Magistracy this morning Mr. T. Sercombe
Smith fined him \$25, or one month's imprison-
ment.

THE China Gazette thinks that if Hongkong
could send its best cricket eleven to Shanghai,
there would seem to be a prospect of retrieving
lost laurels, but "taipans" are obdurate, and
other difficulties may prevent the Cricket Club
from getting together the strongest local
combination.

Framing, fancy and artistically done by Le-
Munyon, 31, Des Voeux Road.—Advt.

It is estimated that the damage done by the
recent floods at Chefoo will amount to 2,000,000
taels and the loss of life to 1,000 persons. Other
parts of the country also suffered severely. A
Foreign Relief Committee has been appointed,
and rice, congee, and money are being distributed
to the destitute.

A wire from Rome of 27th ult. reports that
amid pomp and display hardly overshadowed
by the recent tragic event of the Church, the
remains of Giuseppe Garibaldi have been laid
in their new resting place. The poet and
novelist Gabriel d'Annunzio was the orator of
the occasion. It was a great national event.

THE latest "curiosities" consist of tiny card-
board lizards, toads, &c., which move without
being touched. Anyone looking underneath
the piece of cardboard will find that it is
stuck to the wings of a living fly—hence the
movements, which cause large crowds to gather
round each *cannet*. Some thousands of these
articles are sold daily.

ON her last trip from Manila the Rosetta Maru
brought a general cargo, and nearly half a million
Mexican currency. Of the latter there
were three distinct shipments, one of \$150,000,
one of \$105,000, and one of \$90,000. Among
the passengers were four Japanese women, who
came on the vessel from Hongkong and are
returning, having been refused admittance
to these Islands.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

FOR some time past much of the trade from
Hongkong to Yunnan and vice versa has been
going by the Red River.

Do your own developing without a dark room
by using an Eastman developing machine.
LeMunyon.—Advt.

MR. CONSUL Little of Pakhoo, in his trade re-
port for 1902, says that an attempt is being made
to divert the Yunnan tin from Hongkong and
ship it direct to France.

THE import of sugar into the ports of Bhavnagar
Limbi, Wadhwan, Lakshkar, Chuda, Vala
Jasdan, Bagana, Patri, and Vanod, and in
Wadhwan, Vithalgard, Choika, Dasada, Cho-
kia, Jinjiuwada, and Paliad thanas on the
Kathiawar coast is prohibited.

In his trade report for 1902, Mr. Consul Little
says that the proposed railway from Pakhoo to
Nanning appears to have been abandoned, and
it is probable that one from Kwangchow through
the Yulin district to the nearest point on the
West River and thence to Nanning will
take its place.

FRESH Kodak film, plenty of them, at LeMun-
yon, 31, Des Voeux Road.—Advt.

A MEETING of the Justices of the Peace was
held in the Justices' room, at the Magistracy
yesterday afternoon for the purpose of con-
sidering an application from Louis Comar for a
publican's licence to sell and retail intoxicating
liquors on the premises situated at No. 61 Des
Voeux Road, Central, under the sign of "The
Main Hotel." The Magistrates present were
Messrs. J. H. Kemp, F. W. Lyons, F. R. Wood,
F. Browne and C. D. Melbourne. The licence
was unanimously refused.

SIR THOMAS LIPTON is depressed, says a New
York wire of 27th ult.: "Large odds have been
offered upon the *Reliance* to win the third race
from *Shamrock II*, and there are practically
no takers. Despite the closeness of the last
race, New Yorkers have complete confidence in
the *Reliance* to make it three straight. No
such odds were offered against *Shamrock I* or
Shamrock II as were offered to-day against
Shamrock III and refused. The American
interest in the races is greater than ever before."

IT is reported that Japan will compete in the
international yacht races next year.

There was a report current in the Colony
yesterday to the effect that the Imperial German
mail steamer *Zieten* had collided with a
fishing junk near Cape D'Aguilar. On inquiries
being made by our representative at the office
of the agents this morning we learn that the
rumour was without foundation. It seems that
the *Zieten*, when passing Gap Rock early
yesterday morning, signalled to the lighthouse
that she wished to call at the harbour and go
alongside the pier. The people on the rock
mistook the signal and reported to Hongkong
that she had come to grief.

A CASE of illicit but profitable exportation
of rice from Shanghai was brought to light
last week by the vigilance of some of the I. M.
Customs officers. A large shipment of "beans"
to Japan per the s.s. *Lira* was suspected of not
being straight and on one of the 1,000 bags
being opened it was found that it was a case
of wheels within wheels or rather bags within
bags. Each bag of beans contained a bag of
rice nearly as large as itself, but the layer of
beans all round, top, bottom and sides, would
easily deceive the eye of the casual observer.

THE hearing of the case in which a native was
charged some time ago for robbery with
violence in the Chun Tak village was resumed
this afternoon before Mr. J. H. Kemp. It was
stated that on the 17th August, the defendant
attacked a native woman in the interior of
China and robbed her of \$2,000. He then
boarded a passenger junk and came to Hong-
kong, but, unfortunately, another Chinaman
who had seen the whole affair followed him
and on arriving here gave information to the
police who had him arrested. The case was
adjourned until Friday.

MAIL your films and Kodak orders to LeMun-
yon, P. O. B. 368—Advt.

IT was unfortunate that the entertainment at
St. Patrick's Club on Monday evening was
spoiled by rain as the Committee and the stage
managers (Messrs. Burgess and Rogers) spared
no pains to make it a success. The Club's
strong band was well received, and the songs
by Messrs. H. Gilbert, J. Moore, and D. Knight
were really appreciated. Mr. W. T. Burgess
in his song *Silence reigns supreme* was vocally
enclosed. The dance, performed by
Master and Miss Rocha, was perhaps the
greatest treat of the evening. The Committee
are desirous of notifying that a new programme
will be given on Saturday night.

FURTHER particulars of the cricket match be-
tween the Presidency and the Parsee Cricket
Club were received by the German mail yester-
day. The Parsee team was represented by
Messrs. H. D. Kanga, F. Colabawalla, K. M.
Mistry, R. Meherhomjee, D. E. Mody, D. D.
Kanga, J. Mody, D. Raja, M. Pavri, K. B.
Mistry, and M. Balsara. The Parsees were the
first to bat and scored 170 runs. The Pres-
idency team secured in the first innings
only 69 runs all out. The Parsees then went
in for the second, innings, and secured 142
runs with one out. The play resumed on
the 13th inst. Particulars of the Parsee team's
score are as follows:—Kanga, 14; Colabawalla, 12;
Mistry, 5; Meherhomjee, 2; D. E. Mody, 2; D. D.
Kanga, 2; K. B. Mistry, 11; Balsara, 3; and
Pavri, 13. Total 170. Mr. K. K. Kharas acted
as umpire for the Parsees and Lieut. H. O.
Carroll for the Presidency team.

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THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

IT is not improbable that another line of
steamers may be placed in service running to
Puget Sound or Portland from the Orient.
Sadasaburo Nakamura, a business man of
Hakka, Japan, general manager of the<br

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE
Reported American Paper
FOR HONGKONG.

(From Our Own Correspondent.)

LONDON, September 1st,
10.40 p.m.

It is reported in newspaper circles here that American journalists intend starting a daily paper in Hongkong at an early date.

[From our inquiries in the Colony we have not been able to ascertain whether such a new venture is in contemplation for Hongkong. With the addition of a morning daily which has been spoken of for some time and the projected Hongkong edition of the Manila *Sunday Sun*, a fifth daily for the Colony will have a struggle before it in order to be made a commercial success.—Ed., *H.K. T.*]

Opium Sales.

CONTINUED BIG RISE.

(From Our Own Correspondent.)

CALCUTTA, 2nd September, 1903.

The ninth auction sale of opium took place to-day, when Patna realized Rs. 1,476 and Benares Rs. 1,446 per chest, showing a rise of Rs. 110 and Rs. 46, respectively, upon the last sale. The usual quantity of 2,000 chests of each quality was sold.

The "America" Cup.

THIRD RACE AGAIN POSTPONED.

Messrs. Shewan, Tomes & Co. kindly send us the following copy of a telegram received by them this morning, and which was despatched from New York last night:

"Light breeze. Postponed for no wind. Will be sailed to-morrow (Wednesday)."

(Reuter's.)

The Balkan Trouble.

LONDON, 1st August.

An unsuccessful attempt has been made to blow up the West-bound Orient Express, South of Kuleiburgas, but the engine only was derailed.

The Turks have re-captured Neveska, killing two hundred Bulgarians.

The United States Squadron in the Mediterranean.

The orders to the American squadron to proceed to Beirut have not been changed.

LATER.

The Governorship of Hongkong.

Sir Henry Blake, the present Governor of Hongkong, has been appointed Governor of Ceylon.

The Third Race for the "America" Cup.

The third race for the "America" Cup is again inconclusive. The course was fifteen miles to windward and back, there was a heavy sea and a wind of six knots. The *Reliance* started six minutes ahead after cleverly depriving the *Shamrock* of the windward position, and steadily increased her lead after 2½ hours, to two miles, when the wind dropped.

The German Press and America.
The German Press is dissatisfied with American intervention in the Near East as being likely to upset the political calculations of Germany, Austria and Russia.

Russia.

M. de Witte has been appointed President of the Committee of Ministers of Russia, retaining supreme direction of the Ministry of Finance.

THE FORMOSA SUGAR CROP.

TOTAL FAILURE FEARED.

The sugar crop in Formosa this year appears to have failed. From the 2nd January last, when the exportation of new sugar to Japan was opened by the *Taichu Maru*, to the 22nd July, when the *Kelung Maru*, the last boat with sugar, left, thirty-three steamers loaded sugar at Anping and thirty-two at Takow. The sugar shipped at Takow amounted to 19,142,240 kin, while that sent from Anping represented 15,227,180 kin—making a grand total of 34,369,420 kin. When the amount shipped to Hongkong, Amoy, and other Chinese ports, 25,300 kin—added, the total shipment amounts to 34,621,720 kin. Taking the value of sugar at 5s per picul, the total will thus realise about £1,731,000. The quantity of sugar shipped this year was about one-half of the quantity usually shipped in one season. The value, however, was about 60 or 70 per cent. of an ordinary year, which was due to the higher price ruling.—*London Chronicle*.

CHINIAN NOTES.

(From Our Correspondent.)

CANTON, 1st September.

The S.S. "TAK HING." The damage to the Joint River Steamboat Co.'s steamer *Tak Hing*, Capt. Webster, which lost her propeller and shaft and had to be beached in the salt flats as reported by wire in your columns last week has now been repaired, and the vessel commenced her usual run from this port to Wuchow at eight o'clock this morning. As already stated in your journal she has been in the hands of the Hongkong and Whampoa Dock Company. As far as saloon accommodation is concerned, there is not a boat on the West River to touch her, and being the only twin screw steamer on this run she passes anything on the line and her only trip the week before last was a record.

AN EXECUTION.

The amount secured by a robber of package of treasure was \$103,000 and not \$1,000, as stated by your contemporaries. The package consisted of \$100 in silver and the remainder in notes. The thief is sentenced to be hanged and on representations from the bankers the Nam Hoi magistrate has consented to have the execution as near the scene of the robbery as possible. It will take place on the *Kiangtung* Wharf, in all probability to-day.

RAIN-STORMS.

During the last two days Canton has been visited by very severe squalls which, on Sunday, almost amounted to a typhoon. Several roofs of houses were shattered and all the customary mashed windshields, which most shops have in the city for ventilation, were swept away. Last evening at four o'clock a gull suddenly sprang up and capsized about a dozen sampans in the Back Reach and beached a junk just below Ma-ao foits. The rain, which did not cease till after 6 o'clock this morning, has established a record, 6.54 inches falling in 14 hours. The total rainfall for the month is 143 inches.

THIEF BARRIERS.

The artificial obstructions to navigation in the Canton River, which according to the British Commercial Treaty have to be removed by the 5th September, 1904, are to be done away with at an early date. The work of removing them will commence very shortly.

THE ENGLISH LANGUAGE IN CHINA.

Long before the establishment of commercial intercourse with foreign countries when China was secluded from the rest of the world, the English language, now so popular and valuable, was totally unknown to the immense mass of Chinese people. From time to time there were some Roman Catholic priests who found their way to Pekin, and these have been greatly instrumental in the translation of many books on science, in the early stage of China's western civilization. But they put on Chinese clothes and spoke the Chinese language. At the time of Dr. Morrison, the English missionary, the English language was still little known, and the number of people who spoke it as well as the area where it was spoken, deserve little attention. The only place open to foreign trade then was Canton. The interpreters and other English-speaking Chinese were of a type different from those of the present day. They made themselves understood by gestures rather than by anything else, and yet, it is said, an interpreter was so valuable regarding his services that often he succeeded in making a large fortune for himself. Even pure and simple English was not used—there was no grammar, no Anglo-Chinese dictionary of school. So, it is evident, English-speaking became a sort of guessing work. Undoubtedly, mistakes were liable to be made on both sides, the speaker and the hearer, when the thoughts of each were expressed and understood in a way so peculiar and crude, and these mistakes, of course, were avoidable.

When Hongkong was ceded to the British Government in exchange for Canton, some Anglo-Chinese schools were set up. At first these schools had considerable difficulty in getting the desired students, for, in those days, English and all other foreign languages as well as Chinese. Then they scorned the idea of studying a foreign language. Gradually, but steadily, as more ports were opened, more foreigners came and, as was natural, fresh opportunities presented themselves to the English speaking Chinese. Astonishing as it was, enterprising Chinese found it quite worth their while to study English, as the pay at their command was such a tempting one. It was mainly through the gigantic efforts of the missionary body that many Chinese, especially of the poorer class, were taught the language, and it is remarkable to see how soon they picked it up.

Year after year the English language grows apace in China, considering the immense number of schools which have been built and the tremendous number of students engaged in its study. In Queen's College, Hongkong, alone it is believed that there is a yearly attendance of 600 Chinese students. What about St. John's College, Anglo-Chinese College, Hun-Yang College, etc., of Shanghai? What about the Pekin University, the Tientsin University, and the Shensi University in the North? Besides those already mentioned, there are a good many other institutions where the English language is taught and spoken, and the list of all think of the private schools conducted by foreigners and Chinese in various ports. Many Chinese are now under the impression that it is not enough to learn the language, that something more essential still has to be done besides the mere acquisition of the language, that a professor should be taken up in connection with the study of the language. Others think that the language has lost its value on account of the fact that so many people are able to acquire it and that their better give their sons a sound education in German, Russian or French.—*Shanghai Mercury*.

ABACA: THE PHILIPPINE STAPLE INDUSTRY.

(Specially written for the "Hongkong Telegraph")

IV.

It is evident that decorticating by machinery, with its enormous saving of hands, must be of the greatest advantage in a sparsely populated country, like Borneo, where the labour has to be imported at considerable expense. One of the greatest obstacles to the prosperity of the tobacco estates has always been the high death rate among the coolies, of whom a large tobacco estate employs many hundreds; some having more than a thousand men in pay. A hemp plantation will by no means run into such figures, and besides the coolies would spread over a greater surface, making the sanitation much easier.

If, therefore, a part of the crop would pass through the machinery, the number of coolies, could be greatly reduced, even if the contention of the manufacturers, that a 14-H.P. plant (costing about £2,000 f.o.b. Liverpool) requiring 25 coolies, would produce about 3,000 lbs. of cleaned fibre, *bulked for export*, had to be considerably discounted. The quantity named after our previous estimate, would represent a single man's work for sixteen months.

That machinery, effective in any way, will be constructed in the near future, does not admit of any doubt. Too great interests are at stake and the antediluvian way of decorticating may be soon enough a thing of the past. Many years will elapse before over-production sets in reducing the high prices now paid and the profit of the hemp industry, for a considerable time, will be unusually high. A stuff, which requires at least two to three years for growing, cannot be produced in any quantity at once and the first in the market will benefit most.

The writer once read a London Broker's report about abaca, contending that even a quantity of 5,000 tons thrown into the market would not to a perceptible extent reduce the then current price of abaca.

The Germans in their new possession, the Carolines, bought apparently at an exorbitant price from poor beaten Spain, may still make good the money paid by further developing their plantations.

On the 26th of last month the *Oceania* left for the Carolines with one or two botanists on board, who will study in those islands several tropical products, which have been introduced on a small scale. One of the latter is a fibre plant—almost certainly abaca.

There is a German proverb, that the most dense peasants grow the heaviest potatoes ("Die dümmeren Bauern haben die dicksten Kartoffeln") and, it is not likely, that the *Julius Cesar* will forget to replace the doctor philosopher, as soon as his work of investigation is finished, with the man, who can grow potatoes and hemp, the man of theory with the practical planter. Needless to say, that for the latter an unusual degree of stupidity, as the proverb seems to imply, is not strictly required.

Unforunately the proprietor of *Vanlamia*, Mr. P. D., of Glasgow, did not engage the services of a practical man in due time. After procuring, at great cost, several thousand young plants from the Philippines, the estate was opened out with a success which would have startled the experts from this country.

In two years, i.e., in a year less time than the Filipinos require for that work, perfectly developed clusters of stems more than four yards long had been obtained and this result was greatly to the credit of the superintendent, a well known scientific man of high standing. The botanist's part of the business being finished, a practical estate manager ought to have been procured at any cost, to work out a good system of roads and the necessary drains, and to build permanent houses and sheds. The man of science perhaps knew too little of these requirements. Besides, being overstrained—at least entirely absorbed by his official work—he had no time to occupy himself especially with the superintendence of the estate.

The latter was worked by managers recruited from the casual unemployed, who, as a rule, had as little practical knowledge of estate work as the doctor and far less idea of managing working men. They seem never to have come to an appreciation of the requirements of the case, nor of the number of coolies necessary for the pulling of the fibre. Special funds for the latter were never demanded from the proprietor; invalids, dismissed from the hospital, or jailbirds had a few weeks of leisure on the estate, enjoying a regular daily p. o. for their esteemed presence, and a happy *misericordia* without any trouble; et cetera, in which bought the estate no further progress, but not effectively dealt with the funds sent from Europe. The original wooden buildings in the course of a few years decayed through neglect, and the managers shifted their residence to Sandakan, 26 miles by water from the estate. This happy Arcadian life came to a sudden close. The proprietor, who had long expected a good return from the laid out capital and rather unwillingly allowed the continuous drain on his purse, sent out a real planter to report about his property and, if possible, to put it on a reasonable footing.

The report was not very encouraging, but the man immediately saw the extraordinary possibilities of the case and demanded £2,500 for coolies, roads and drains, new houses, extension work and the upkeep of all this for about 1½ years, after which time he pretended to be able to make the concern pay a very handsome return. The late proprietor read the report of this new man and soon saw him—elsewhere. The estate was closed and ever since the waving leaves of a solitary banana bush in the rear of Sandakan bay are reflected by the dark, overshadowed waters of a dented river. Years of work and many thousands of capital have been spent up to the present without result, and one of the most justified expectations of B. N. Borneo as a colony has been frustrated or, at least, delayed for many years.

And yet the capital employed in this plantation is not completely lost. A thorough clearing, removing of the over-ripe stems as well as

the too exuberant growth of young shoots, rebuilding of houses and roads, and a staff of coolies alone is required to put the estate at once again in a working order. And this will scarcely, if at all, cost more than it would have cost at the closing of the estate. This is one feature of abaca planting, which raises its chances high above that of the tobacco; the latter plant dies out in the year it is planted, while tea and coffee degenerate and are choked by herbs and wild growth of all kinds in a short time, causing an almost entire loss of the capital invested, after operations have been stopped.

The man whose report was so fatal for Suanlamba estate, a Sumatra tobacco planter, who had privately studied the development of rambutan for some time, put all consideration of this certainly valuable plant off and started, in his land of adoption, a propaganda for his new ideal, abaca. Like many another prophet, his word counted for little in his own country. He studied carefully everything contained in the Philippines and wrote a pamphlet on the subject of his hobby in three languages—Dutch, German and English, (only the latter is as yet not printed), and at last obtained from the proprietor of the Suanlamba plantation the lease of this concern. He is—Yours truly,

F. M. J. S.

Hongkong, and September, 1903.

ALHAMBRA TOBACCO CO., LTD.

The following is the general agents' report to the Consulting Committee on the period 1st July, 1902, to 30th June, 1903—

Manila, 30th July, 1903.

To the Consulting Committee.

Gentlemen,—In conformity with rule 53 of articles of association, we have the honour to hand you, under separate cover, inventory, balance sheet, profit and loss account per 30th June, 1903.

The last mentioned document shows a loss of \$7,570.77 (including the \$391.12 ss carried over from last year balance per 1st December, 1902) which we recommend to apply as follows:

\$7,000 to be written off the Reserve fund, and \$700.77 to be carried forward.

We request you to have the accounts examined and audited, in accordance with article 54, after which they will be ready for the inspection of the shareholders in anticipation of the general meeting.

The cigar department has left a loss of \$3,554.26, which is chiefly due to the different strikes that took place.

A fair profit has been obtained on the sale of cigarettes, their demand having considerably increased.

As the factory owns no stock of leaf tobacco suitable for cigarettes, it becomes absolutely indispensable to raise the capital, the more so as we cannot afford to continue advancing funds to the Company.

We are, Gentlemen, Yours faithfully,

BAER SENIOR & CO'S Successors,

General Agents.

See and con-

WARNER, BARNES & CO., LTD.

Form: KUENZLE & STREIFF.

SLOAN & MITCHELL.

BALANCE SHEET PER 30TH JUNE, 1903.

Liabilities.

Capital	\$1,50,000.00
Reserve fund	57,000.00
Loans against tobacco	117.0.0
Banko Español-Filipino	80,708.60
Baer Senior & Co	9,000.00
Sundry creditors	13,551.69

\$427,260.59

Assets.

Cash : In hand	\$ 1,276.26
At banker's	333.21

\$ 1,609.47

Stocks in hand:

Tobacco leaf	\$303,055.24
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Cigars, cigarettes and cut tobacco	18,845.22
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Cigar boxes, labels, paper, etc	33,894.91
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\$36,695.40

Machinery

21,334.50

Furniture and installation

<table border="

Shipping Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 3rd September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 5th September.	
GLASGOW and LIVERPOOL	"JASON"	On 12th September.	
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.	
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.	
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.	

S.S. "DEUCALION" left Singapore 28th inst. p.m. and is due here 3rd inst.
S.S. "AGAMEMNON" left Singapore 31st ult. and is due here 5th inst. p.m.

HOMEWARDS.

FOR	STEAMERS	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.	
*LIVERPOOL	"PINGSUEY"	On 22nd September.	
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.	
MARSEILLES, L'DON & A'WERP.	"AGAMEMNON"	On 13th October.	
*LIVERPOOL	"JASON"	On 23rd October.	
MARSEILLES, L'DON & A'WERP.	"PAK LING"	On 27th October.	

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"DEUCALION"	On 4th September.	
all PACIFIC COAST PORTS, <i>via</i>	"CALCHAS"	On 2nd October.	
NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.	

S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m., for Hongkong direct.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 1st September, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"ICHANG"	3rd September.	
CEBU and ILOILO	"WUCHANG"	4th "	
AMOY, SAMARANG and SOURABAYA	"SHANTUNG"	5th "	
SHANGHAI and CHINKIANG	"VOCHOW"	7th "	
MANILA	"CHANGCHOW"	7th "	
PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and	"CHANGSHA"	8th "	
MELBOURNE	"BUNGKANG"	9th "	
YOKOHAMA and KOBE	"CHINGTU"	12th "	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo on through Bills of Lading to all Yunnan and Northern China Ports.

* Taking cargo and Passengers at through routes for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO YAPALIA AND AUSTRALIAN PORTS.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 5th Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st August, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship.	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14,
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*	"MAIDZURU MARU"	K. Akashi	FRIDAY, 4th Sept.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	SATURDAY, 5th Sept.

FOR FOOCHOW* "ANPING MARU" J. Goto WEDNESDAY, 9th Sept.

FOR TAMSUI (DIRECT) "DAIJIN MARU" T. Ogata FRIDAY, 11th Sept.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamer.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux, Road Central.

T. ARIMA, Manager.

Hongkong, 2nd September, 1903.

[1370c]

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

[104e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves Hongkong for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following day leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[1322e]

SPECIAL 17 DAYS EXCURSION TRIP
TO JAPAN.

THE well-known steamer

"EASTERN,"

Captain Winthrop Ellis, will be despatched for KOBE, at Daylight, TO-MORROW, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.

For Special Reduced Rates, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd September, 1903.

[1036e]

REGULAR STEAMSHIP SERVICE
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VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

AMOUNT

"MOGUL"

5th Sept.

"BRAEMAN"

10th Sept.

"SATSUMA"

23rd Sept.

"SHIMOSA"

10th Oct.

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EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

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